

SHASTA LAKE ENLARGEMENT

Description

Shasta Dam is located on the Sacramento River in Shasta County about 9 miles northwest of the city of Redding. The existing Shasta Lake has a storage capacity of 4.55 MAF, and a dam height of 602 feet. A small dam raise of 6.5 feet would enlarge Shasta Lake storage by 290 TAF. Initial studies indicate that a small raise of Shasta Dam in the range of 6 to 8 feet can be accomplished without incurring major transportation (Pit River bridge for I5/Union Pacific Railroad) relocation costs.

Potential Benefits

- Increased cold water reserves for downstream fishery benefits.
- Enhanced flexibility to maintain instream flows and water quality.
- Improved water supply reliability for CVP and other uses (annual dry period water supply of 40-45 TAF).
- Flood control benefits.

Potential Impacts

- Inundation of about 2,000 additional acres supporting terrestrial wildlife habitat, wetland areas, and riparian stream habitat.
- Possible inundation of archeological and ethnographic sites.
- Candidate wildlife species for State or federal listing and species of special concern could be affected.
- Relocation of recreational facilities would be required.

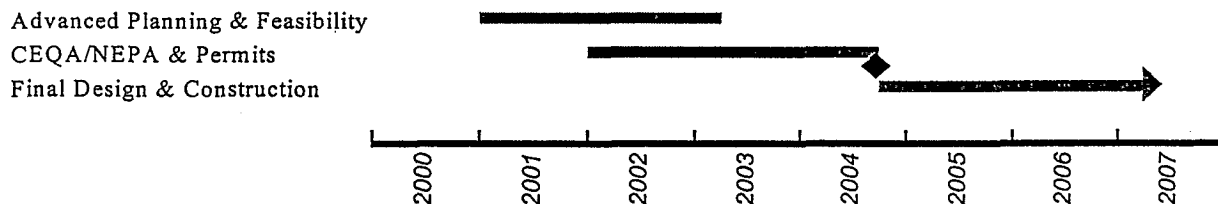
Estimated Cost

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|---------------------|---------------|
| Increased Size: | 290 TAF |
| Total Capital Cost: | \$150,000,000 |
| Total Annual Cost: | \$13,000,000 |

Implementation Issues

Likely to be implemented by USBR as a CVP improvement. Financing plan must be consistent with CALFED principles. Sections of the McCloud River are protected as free flowing under California law. This legislation expressly allows DWR to study the enlargement of Shasta Dam, but prohibits any other state agency from being involved in the planning or construction of any dam that could adversely affect the free-flow of the river. While DWR may study Shasta enlargement, the law does not allow them to participate in an enlargement.

Implementation Timeline



Recommendations

USBR conduct evaluations/designs necessary to lead to an operable project within the next 5-7 years. USBR will cooperate with DWR on technical and economic studies. Secure federal authorization for advanced planning (including NEPA/CEQA compliance) and engineering design authority. Congressional write-in for authorization will be required to maintain schedule. Resolve potential conflicts with California law regarding state/CALFED participation.